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IN THE CLAIMS

Amendments To The Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (Previously presented) A suspension arrangement structure for a vehicle that transmits drive force to wheels from an engine side via a transmission, a reduction gear mechanism and a differential mechanism, the suspension arrangement structure comprising: a vehicle frame being mounted with left and right suspension arms in a moveable manner, each suspension arm being attached with a wheel, wherein the differential mechanism is arranged below the transmission and the reduction gear mechanism, and the suspension arms each include a front section and a rear section, each front section includes a front fitting part that is rotatably connected to the vehicle frame and each rear section includes a rear fitting part that is rotatably connected to the vehicle frame, the front and rear fitting parts are arranged to the front and rear, respectively, of the differential mechanism, and wherein the front fitting parts or the rear fitting parts are rotatable about a common axis.

2. (Original) The suspension arrangement structure of claim 1 wherein the suspension arms are independently moveable with respect to each other.

3. (Original) The suspension arrangement structure of claim 1 wherein the suspension arms are independently moveable with respect to the vehicle frame.

4. (Original) The suspension arrangement structure of claim 1 wherein the wheels are driving wheels moveable independently in a vertical direction with respect to each other.

5. (Original) The suspension arrangement structure of claim 1 further comprising a shock absorber linked to the right and left suspension arms.

6. (Original) The suspension arrangement structure of claim 1 wherein the wheels are driving wheels moveable independently in a vertical direction with respect to the vehicle frame.

7. (Original) The suspension arrangement structure of claim 1 further comprising a swing mechanism operatively connected to the vehicle frame whereby the swing of the vehicle frame is prevented from becoming severe when the vehicle is cornering.

8. (Original) The suspension arrangement structure of claim 7 wherein the swing mechanism comprises a connecting member operatively connecting the swing mechanism and left and right suspension arms.

9-13. (canceled)

14. (Previously presented) The suspension arrangement structure of claim 1, wherein the front fitting parts and the rear fitting parts are rotatable about a common axis.

15. (Previously presented) The suspension arrangement structure of claim 1, wherein the front fitting parts are arranged above the rear fitting parts.

16. (Currently amended) The suspension arrangement structure of claim 1, further comprising a left drive shaft and a right drive shaft connecting the differential mechanism with the wheels, and one of the left or right drive shafts ~~are arranged to the front and rear~~ is arranged in front of the differential mechanism and connects with a wheel, and the other one of the left or right drive shafts is arranged to a rear of the differential mechanism and connects with a wheel.

17. (Currently amended) A suspension arrangement structure for a vehicle that transmits drive force to wheels from an engine side via a transmission, a reduction gear mechanism and a differential mechanism, the suspension arrangement structure comprising:

a vehicle frame;

left and right suspension arms mounted on the frame in a moveable manner, each suspension arm being attached with a wheel, and the suspension arms each include a front section and a rear section, each front section is rotatably connected to the vehicle frame and each rear section is rotatably connected to the vehicle frame;

a shock absorber linked to the right and left suspension arms;

the differential mechanism is arranged below the transmission and the reduction gear mechanism, and the front and rear sections are arranged to the front and rear, respectively, of the differential mechanism, and

a left drive shaft and a right drive shaft connecting the differential mechanism with the wheels, and one of the left or right drive shafts ~~are arranged to the front and rear~~ is arranged in front of the differential mechanism and connects with a wheel, and the other one of the left or right drive shafts is arranged to a rear of the differential mechanism and connects with a wheel.

18. (Previously presented) The suspension arrangement structure of claim 17, wherein the front sections and the rear sections are rotatable about a common axis.

19. (Previously presented) The suspension arrangement structure of claim 17, wherein each front section includes a front fitting part, each rear section includes a rear fitting part, and the front fitting parts are arranged above the rear fitting parts.

20. (Canceled)